



WTI 2-04 MAINTENANCE INFORMATION PACKAGE (MIP)

4790 4A 01 Dec 03

From: Aircraft Maintenance Officer, MAWTS-1

To: WTI 2-04 Participating Squadron Maintenance Officers/Chiefs

Subj: WTI 2-04 MAINTENANCE INFORMATION PACKAGE (MIP)

- 1. The MIP is the primary information source for maintainers preparing aircraft, equipment and personnel for WTI. The MIP is essential reading for participating squadron MMCO's and Maintenance Chiefs but it can also serve to increase the situational awareness of key contributors that support the course indirectly from their parent unit, so broad dissemination is encouraged.
- 2. A great deal of effort has gone into making the MIP a comprehensive, concise, user-friendly document so if you have suggestions that you feel would further those efforts, please contact the MAWTS-1 Maintenance Admin Chief at DSN 269-2569 or Comm 928-269-2569.

N. L. KNIGHT

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CHAPTER 1

GENERAL SQUADRON INFORMATION

1. MAWTS-1 Key Billet Holders

Commanding Officer

Executive Officer

Col J.M. Davis

Chief of Staff

LtCol B.J. Krueger

Sergeant Major

SgtMaj C.R. Hamel

Operations Officer

Maj M.W. George

Supply Officer

Maj R.W. Tibbs

Logistics Officer

Capt M.M. Ward

2. MAWTS-1 Maintenance Points of Contact

Maintenance Officer	Maj N.L. Knight	269-2006/3076
QA/FE/HAZMAT Officer	Capt B.J. Dillon	269-5498
AVI/IMRL/SE/TAMS/Tools	Capt A.J. Giovenco	269-3344
Ordnance Officer	Capt P.G. Bailiff	269-5684
Maintenance Chief	MGySgt L.K. Jones	269-3614
Avionics Chief	MGySgt R. Eland	269-3345
Ordnance Chief	MSgt R.R. Jones	269-3583/5684
RW Maintenance Chief	MSgt T.E. Walker	269-3346
FW Maintenance Chief	MSgt R.B. Mills	269-3615
Tool Room NCOIC	GySgt J.A. Marquez	269-2500
SE NCOIC	GySgt K.T. Cameron	269-3083
Maintenance Admin NCOIC	GySgt G.L. Goebel	269-2568/2569
Flight Equip NCOIC	GySgt M.B. Snell	269-2449
ASRS NCOIC	SSgt J.R. Kinnel	269-3343/5640
IMRL NCOIC	SSgt R.L. White	269-2404
TAMS NCOIC	SSgt R.L. Rodriguez	269-2277
Analyst/S.A.M.E	SSgt J.E. Wells Jr.	269-3144

3. Key Phone Numbers (269-XXXX)

Maint/Supply Bldg 202		Fixed Wing - CALA Cont.	
AMO/AAMO	-2006/3076	QA/HAZMAT	-2183
Maintenance Chief	-3614	Airframes/HAZMAT	-3023
Maintenance Fax	-3242	Avionics	-2651
AVO/AVC	-3345/3344		-2682
- Tool Room	-2500	Support Equipment	-5243
- IMRL	-2404	Ordnance	-2993
- TAMS	-2277	Ordnance Fax	-7077
- Support Equipment	-5300		
HAZMAT Officer	-5498/5499	Q Huts	
- Maintenance Admin	-2568/2569		-2975
- Analysis	-3144	Q-138 (C-130's)	-2319
- Flight Equipment	-2449	Q-147	-2196
- Asst M/C R/W	-3346	Q-148	-2400
- Asst M/C F/W	-3615	Q-201 (RW Ord)	-2993
Supply	-2737	Q-206	-2947
- Supply (PEB)	-3479	£	
- Logistics	-2324/2178	Crew Chiefs - Hangar 220	
- WTI Embark	-5350	CH-53	-3619
		CH-46	-6767
Ordnance Bldg P40		UH-1N	-2811
Ordnance	-3583/3343	GySgt Jourdan	-3363
Ordnance Fax	-5683	GySgt Pennington	-5360
Bomb Dump	-3665	SSgt Ritacco	-5360
		SSgt Windley	-5360
Rotary Wing - Hangar 220		SSgt Kittle	-5360
MMCO	-2939/6776	SSgt Leighton	-3362
Maintenance Chief	-3448		_
Maintenance Control	-2939/6776		
Maintenance Admin	-2649	WTI Ops/Support	
Expeditor	2013	Air Boss	-3303
Q/A	-2069	ODO (SOF DESK)	-2116/3605
TPL			,
Flight Equipment	-3497	Miscellaneous	
Airframes	-2963	Facilities	-2222
Avionics	-5290	EOD	-2788/2303
AH/UH Line	-3445	Fuel Farm	-2234
H-46 Line	-3409	Oil Lab	-5196
H-53 Line	-6177	Weather	-6781
TAC Support	-2646	VAL	-2265
Tool Room / IMRL	-3446	MALS-13 Production Cont	-2445
		MALS-13 AVIONICS	-3252/5
Fixed Wing - CALA		MALS-13 NDI	-6155
MMCO	-3006	Wash Rack	-2324
Maintenance Chief	-2694	Fork Lift	-3655
Maintenance Control	-5187	SOMS PC	-2157
Maintenance Admin	-5187	CMS	-3715
Expeditor	-5186	IMA	-2158
Navy	-5242	WTI S-1, Bldg 212	-2953
Ordnance	-3025	MAWTS-1 S-1, Bldg 200	-5236/37
Supply	-3026	Mail Room	-2965
Tool Room / IMRL	-2640/3087	Barracks NCOIC	-3691
TOOT KOOM / TMKL	2040/300/	WTI MEDICAL, BLDG 212	-3302
		MIT WEDICAT! DIDG SIS	3302

4. MCAS Yuma Facilities

Mess Hall Mon - Fri:		<u>Dry Cleaners</u> Mon-Fri	0700-1800
- Early Breakfast	0430-0500	Sat.	0900-1230
- Breakfast	0530-0730	Sun	Closed
- Snackline	0600-1000	Sun	C103C4
- Lunch (Maintline)	1030-1300	Laundromat	
-Dinner	1600-1800	Sun-Sat	24 Hrs
Sat, Sun, Hol:	1000 1000		21 1110
- Breakfast/Brunch	0900-1200	Tailor Shop	
- Dinner	1500-1730	Mon-Fri	0800-1600
- Midrats	2300-0045	11011 111	0000 1000
Sun - Thur:	Closed	Barber Shop	
buii iiiui.	CIOSCA	Mon-Fri	0700-1700
Burger King		Sat	0800-1200
Mon-Sun	0500-0100	SUN	1000-1600
MOII-Suii	0300-0100	5011	1000-1000
Godfathers Pizza		Maf Credit Union	
Mon-Fri	0930-0100	Mon-Fri	0930-1630
Sat-Sun	1030-1200	MOII-FII	0930-1030
Sat-Sun	1030-1200	Cash Casa*	* Located in 7-Day Store
After Burner		<u>Cash Cage*</u> Mon-Fri	1000-2000
Mon-Fri	0600-1800	Sat/Sun	1000-2000
	0600-1600		
Sat	0000-1000	Hol	Closed
Cubuay		Post Office	
<u>Subway</u> Mon-Sat	0900-1900	Mon-Fri	0900-1300 & 1330-1530
MOII-Sat	0900-1900		Closed
Commissary		Sat, Sun Hol	Closed
	0000_1000	Library	
Tue	0800-1800	Library Mon-Eri	0000-2200
Tue Wed	0800-1800	Mon-Fri	0900-2200
Tue Wed Thur	0800-1800 0800-1900	Mon-Fri SAT	1000-1700
Tue Wed Thur Fri	0800-1800 0800-1900 0800-1800	Mon-Fri	
Tue Wed Thur Fri Sat	0800-1800 0800-1900 0800-1800 0800-1700	Mon-Fri SAT Sun	1000-1700
Tue Wed Thur Fri Sat Sun	0800-1800 0800-1900 0800-1800 0800-1700 1100-1600	Mon-Fri SAT Sun Gymnasium	1000-1700 1300-1700
Tue Wed Thur Fri Sat	0800-1800 0800-1900 0800-1800 0800-1700	Mon-Fri SAT Sun Gymnasium Mon-Fri	1000-1700 1300-1700 0430-2200
Tue Wed Thur Fri Sat Sun Mon/Hol	0800-1800 0800-1900 0800-1800 0800-1700 1100-1600	Mon-Fri SAT Sun Gymnasium	1000-1700 1300-1700
Tue Wed Thur Fri Sat Sun Mon/Hol Main Exchange	0800-1800 0800-1900 0800-1800 0800-1700 1100-1600 Closed	Mon-Fri SAT Sun Gymnasium Mon-Fri	1000-1700 1300-1700 0430-2200
Tue Wed Thur Fri Sat Sun Mon/Hol Main Exchange Mon-Sat	0800-1800 0800-1900 0800-1800 0800-1700 1100-1600 Closed	Mon-Fri SAT Sun Gymnasium Mon-Fri	1000-1700 1300-1700 0430-2200
Tue Wed Thur Fri Sat Sun Mon/Hol Main Exchange	0800-1800 0800-1900 0800-1800 0800-1700 1100-1600 Closed	Mon-Fri SAT Sun Gymnasium Mon-Fri	1000-1700 1300-1700 0430-2200
Tue Wed Thur Fri Sat Sun Mon/Hol Main Exchange Mon-Sat Sun	0800-1800 0800-1900 0800-1800 0800-1700 1100-1600 Closed	Mon-Fri SAT Sun Gymnasium Mon-Fri	1000-1700 1300-1700 0430-2200
Tue Wed Thur Fri Sat Sun Mon/Hol Main Exchange Mon-Sat Sun 7-Day Store	0800-1800 0800-1900 0800-1800 0800-1700 1100-1600 Closed 0900-2000 1100-1700	Mon-Fri SAT Sun Gymnasium Mon-Fri	1000-1700 1300-1700 0430-2200
Tue Wed Thur Fri Sat Sun Mon/Hol Main Exchange Mon-Sat Sun	0800-1800 0800-1900 0800-1800 0800-1700 1100-1600 Closed	Mon-Fri SAT Sun Gymnasium Mon-Fri	1000-1700 1300-1700 0430-2200
Tue Wed Thur Fri Sat Sun Mon/Hol Main Exchange Mon-Sat Sun 7-Day Store Sun-Sat	0800-1800 0800-1900 0800-1800 0800-1700 1100-1600 Closed 0900-2000 1100-1700	Mon-Fri SAT Sun Gymnasium Mon-Fri	1000-1700 1300-1700 0430-2200
Tue Wed Thur Fri Sat Sun Mon/Hol Main Exchange Mon-Sat Sun 7-Day Store Sun-Sat MC Clothing Shop	0800-1800 0800-1900 0800-1800 0800-1700 1100-1600 Closed 0900-2000 1100-1700	Mon-Fri SAT Sun Gymnasium Mon-Fri	1000-1700 1300-1700 0430-2200
Tue Wed Thur Fri Sat Sun Mon/Hol Main Exchange Mon-Sat Sun 7-Day Store Sun-Sat MC Clothing Shop Mon-Fri	0800-1800 0800-1900 0800-1800 0800-1700 1100-1600 Closed 0900-2000 1100-1700 0600-2300	Mon-Fri SAT Sun Gymnasium Mon-Fri	1000-1700 1300-1700 0430-2200
Tue Wed Thur Fri Sat Sun Mon/Hol Main Exchange Mon-Sat Sun 7-Day Store Sun-Sat MC Clothing Shop	0800-1800 0800-1900 0800-1800 0800-1700 1100-1600 Closed 0900-2000 1100-1700	Mon-Fri SAT Sun Gymnasium Mon-Fri	1000-1700 1300-1700 0430-2200

- 5. Pay Discrepancies. Report any pay discrepancy to your NCOIC. All pay discrepancies will be forwarded via your chain of command to WTI S-1, building 212.
- 6. $\underline{\text{Disciplinary Problems}}$. Disciplinary problems will be reported via the chain of command as applicable.

- 7. <u>After Action Reports</u>. All personnel are encouraged to fill out an After Action Report and provide constructive ideas to improve future WTI courses. After Action Reports can be submitted anytime during the course.
- 8. Award Recommendations. Personal awards (Certificate of Appreciation, Meritorious Mast) are presented to personnel deserving special recognition.

9. Leave and Liberty

- a. Annual leave will not be granted during WTI.
- b. Emergency leave will be granted upon proper notification via the chain of command.
- c. Mexico is off limits to all WTI personnel, including MAWTS-1 staff during WTI.
- d. Liberty beyond 75 miles requires a Special Liberty/Out-of-Bounds Chit.
- (1) All personnel requesting Special Liberty/Out-of-Bounds authority will fill out a Special Liberty Request Chit and have their work center NCOIC sign it.
- (2) The chit will then be forwarded to the respective F/W or R/W Maintenance/Ordnance Chief for approval/disapproval.
- (3) The chit will be forwarded to the Maintenance Chief and AMO. If approved by the AMO, the Maintenance Chief will retain a copy and the individual will keep the original.
- 10. Privately Owned Vehicles/Rental Vehicles. Sgts and below are not authorized to operate a privately owned vehicle on or off base (car, truck, motorcycle, ATV, etc.) while at WTI. Sgts and below may operate MAWTS-1 leased or government vehicles in support of the maintenance effort while in the line of duty.

11. Mail Orderly Information

a. The F/W and R/W Maintenance/Ordnance Chiefs will provide personnel as required to be the respective site mail clerks throughout the course.

b. Mail Pick-up

- (1) The day crew mail clerk will proceed to building 212, and pick up the mail for his/her respective site and distribute it by line number.
- (2) He/She will pass on to the night crew mail clerk all of the night crew mail and any remaining mail for personnel who did not work that day.
- (3) The night crew mail clerk will pass out night crew's mail and return all undelivered mail to the mailroom before it closes.
- (4) IMA personnel will pick up their mail individually each day from the mailroom.

CHAPTER 2

GENERAL MAINTENANCE INFORMATION

1. WTI Concept of Operation

- a. Most maintenance personnel who are tasked with coming to MCAS Yuma for WTI never fully realize the importance of WTI, perhaps because they never see the end results. WTI is a seven-week course that is conducted in three phases: academics, flight and final exercises. The academics phase incorporates one week each of generic, common, and specific instruction. The syllabus focuses on the threat, our weapon systems' capabilities and limitations, tactics, C3 integration, training management, and instructor development. The flight phase reinforces the academic portion with hands-on, practical application. The first week of the flight phase encompasses specific weapon and tactics employment by type aircraft, Marine Air Command and Control System agency and ground combat element. The second and third weeks bring together various platforms to accomplish Anti-air Warfare, Offensive Air Support, Offensive Anti-air Warfare, and Assault Support Training. The last week of the course is devoted to three final exercises, which the WTI students plan, execute and debrief. These are integrated evolutions, encompassing all functions of Marine aviation in support of the MAGTF, executed in a sophisticated threat environment.
- b. The WTI Maintenance Department's mission is to provide safe, properly configured aircraft in support of the WTI Course flight schedule. To accomplish this, we must integrate personnel and material from around the Corps into a cohesive, effective Maintenance Department within a few days. Our duties are not limited to supporting the daily flight schedules. Upon the successful completion of WTI, we must ensure the proper accountability and return of all aircraft, parts, and equipment in equal or better condition than when received. Pack-ups must be accounted for, to include all special tools and toolboxes. Work areas must be cleaned and turned over to station and finally, maintenance personnel released to return to their parent commands. To give you a better understanding of the WTI course, all maintenance personnel will receive a briefing by members of the MAWTS-1 Staff and Station organizations.

2. Tentative Maintenance Timeline

DATE	TIME	EVENT
29 Feb	0800	FE/TR/IMRL/SE/Ord Safety/Embark personnel arrive. (Adv Party)
2 Mar	2400	(8)QAR's and Personnel to turn in tools arrive. 1 per Command sending tools.
3 Mar	0800	Accept maintenance facilities.
	0830	Setup R/W & F/W Tool Room
	0900	Setup Flight Equipment work center
7 Mar	0800	Key personnel arrive

DATE	TIME	EVENT
8 Mar	0800	Advance/key maintenance personnel meet in building 212 for an in Brief.
	TBA	Setup maintenance facilities
	TBA	Combinations received for CMS
	TBA	UHF radios installed in maintenance
	TBA	Maintenance supply pack-ups arrive
	TBA	Stage arriving support equipment
	TBA	Pick up and install work center phones
	0830	Commanding Officer's welcome aboard
	0840	Sergeant Major's brief
	0850	Flight Line drivers license
	0940	Break (10 min)
	0950	Operations Officer's brief
	1010	Safety brief
	1020	HAZMAT brief
	1025	Tools/IMRL
	1035	Break (10 Min)
	1045	Medical
	1100	Aircraft Maintenance Officer's brief
13 Mar	0730	Main body WTI maintenance personnel arrive
14 Mar	0645	All Maintenance personnel (F/W , R/W , ORD, IMA) muster at Commissary Parking Lot (across from gym)
	0715	In brief for F/W,R/W,ORD,IMA personnel seated in the station gym.
	0730	Commanding Officer's welcome aboard
	0740	Sergeant Major's brief
	0750	Flight Line drivers license
	0850	Break (10 min)
	0900	Operations Officer's brief

DATE	TIME	EVENT
14 Mar	0920	Safety brief
	0930	HAZMAT brief
	0935	Tools/IMRL
	0945	Medical
	1000	Break (15 Min)
	1015	Military Police brief
	1030	MCCS brief
	1050	Aircraft Maintenance Officer's brief
	1100	Ordnance safety brief
	1300	Fixed Wing personnel report to CALA for CALA brief. Rotor Wing personnel report to HGR 220 for work.
15-16 Mar	TBA	Aircraft arrive
15 Mar	0900	Day and Night Crews assigned
16 Mar	1800	Night crew commences
	TBA	All work center NCOIC's preparing work centers
	TBA	Aircraft Material Condition Inventories begin
18 Mar	TBA	All aircraft requiring FCF's, turn-in inventories to AMO
	0930	WTI Maintenance Control assumes control of $\underline{\mathrm{ALL}}$ maintenance
18 Mar	1000	MMP Inputs Due
	1200	Begin Helo FCFs
	1600	All Aircraft Material Condition Inventories due to AMO
23 Mar	TBA	Course flight phase begins (D-Day)
16 Apr	TBA	Course flight phase ends (FINEX)
17 Mar	0800	Aircraft Post Course Material Condition Inventories begin
19 Mar	TBA	Aircraft Retrograde begins
	TBA	Maintenance personnel begin checkout process as directed by MAWTS-1 Maintenance Chief

- 3. <u>Safety</u>. Performing our mission safely is our primary concern. At no time will you compromise safety to meet the flight schedule. No mission in peacetime is worth the risk of life or limb, and no pressure will be placed upon a maintenance controller, work center supervisor, QAR, or CDI to release an aircraft for flight in which the safety of the aircrew cannot be guaranteed from a maintenance perspective. **Safety is paramount; we will not jeopardize the safety of personnel or aircraft to meet the flight schedule**.
- a. Cranials with dark $\underline{\text{and}}$ clear lenses are mandatory for all personnel working on or around the aircraft. Due to the nature of operations, personnel may switch work shifts and need both.
- b. Helmet and Flak Jacket. A helmet and flak jacket must be worn while operating, or riding in, a tactical vehicle on or off base.

c. Eye Protection

- (1) Eye protection will be worn by all personnel while on the flight line during flight operations, or when using self-propelled SE.
 - (2) Goggles shall be worn while washing aircraft or equipment.
- d. Hearing Protection. Hearing protection will be utilized by all personnel while on or near the flight line during flight operations, or while using high decibel support equipment (NC-10, AHT-64, SATS Loader, etc.).

4. Maintenance Department Working Hours

- a. The Maintenance Department will be divided into a Day Crew and a Night Crew. Every effort will be made to organize the maintenance crews, determine responsibilities and identify key work center personnel as quickly as possible to alleviate the stress and confusion associated with the mass build-up of personnel and aircraft in the first few days of WTI.
- b. Work hours will be determined by the MAWTS-1 AMO based upon operational commitments, aircraft availability and course requirements.
- c. All personnel are responsible for a 12-hour workday. There will be no early secures unless authorized by F/W and R/W Day Crew MMCO. If you are secured early you are still on duty for your complete 12-hour shift and are subject to recall.

5. Personnel Accountability

- a. Upon arrival, the F/W and R/W Maintenance Chiefs, the Ordnance Chief and PC Coordinator will receive a manpower roster containing pertinent information on each Marine assigned to them. Once all Maintenance personnel have arrived, annotate corrections to the roster and forward them to the MAWTS-1 M/A Chief. The corrected rosters will be redistributed back to the site Maintenance Chiefs for personnel accountability.
- b. IMA Avionics Personnel. The MAWTS-1 Avionics Officer is responsible for all IMA Avionics personnel reporting to WTI. Upon arrival, the MAWTS-1 AVC will obtain their names and submit them to the MALS-13 AVC for access to the MALS-13 Avionics workspaces. The WTI IMA Avionics personnel will work out of the MALS-13 Avionics work spaces.

c. Maintenance Chiefs (Fixed Wing and Rotor Wing), Ordnance Chief and PC Coordinator shall report to the MAWTS-1 Maintenance Chief, Bldg 202, at 0740 daily with muster report.

6. Work Center Responsibilities

a. Maintenance Admin/Control

- (1) Maintenance Control will assist Maintenance Admin by directing Work Center Supervisors work MMP input concurrently with other high priority WTI start up requirements.
- (2) The Fixed and Rotary Wing Maintenance/Material Control Officers, Supply Officers, and the MAWTS-1 AAMO will meet in Building 202, AMO's conference room at 0700 daily to review the AMRR and High Pri Report.
 - (3) Submit an AMRR to the MAWTS-1 AMO NLT 0700 daily.

b. Work Center Supervisor

- (1) Complete all aircraft acceptance inspections prior to the beginning of flight phase.
- (2) Organize work center into day/night shifts within 48 hours of main body in-brief.
- (3) Verify personnel qualifications relative to T/O requirements immediately upon standup of the work center.
 - (4) Collect data for MMP and forward to QA NLT 0800 26 Sep.

7. Flight Line Regulations

a. <u>Security Responsibility</u>. The unit user of flight line buildings, aprons, and parking spaces is responsible for security in and around their buildings, aprons, parking spaces, and aircraft during normal working hours. After normal working hours, on weekends/holidays and when informed of standdowns, security will be turned over to the military police.

b. Transportation

- (1) POV's will be parked in designated parking areas only, and not parked closer than 20 feet to the flight line security fence.
- (2) Official rental vehicles utilized by maintenance personnel are not authorized in the hangar or on the apron area or flight line without the proper Flight Line pass and approval of the MAWTS-1 AMO.
- (3) Bicycles are authorized through the gates to the hangar area on the fire lane Bicycles are not authorized in aircraft parking areas or beyond the red line. Bicycles are allowed in the CALA area. They will enter through Parks gate and parked in the bicycle rack next to building 1580.
- (4) Individuals must successfully complete the Flight Line Drivers Course prior to operating a vehicle on the flight line.
 - (5) Authorized vehicle operators shall not exceed the following speed

limits on the flight line.

- (a) 10 MPH on Fire Lane and Parking Ramp
- (b) 15 MPH on Taxiway Charlie, Shoulders and Dust Covers
- (c) 35 MPH on all other taxiways and runways

NOTE: During inclement weather and darkness, all speeds limits above 5 MPH will be reduced by 5 MPH.

8. <u>Aircraft Incident Notification</u>. Immediately notify the MAWTS-1 AMO (and respective MAWTS-1 Maintenance Chief) in the event of an aircraft accident or an aircraft down in the field for mechanical reasons. If required, the Emergency Reclamation/Salvage Team will be dispatched to the site.

9. Uniform Policy

- a. All maintenance personnel during WTI will adhere to the following uniform regulations:
- (1) Utility Uniform is the standard working uniform for maintenance personnel, and is authorized throughout the station.
- (2) Utility uniforms are not authorized off base except in accordance with current ALMAR, (If in doubt don't, do it).
- (3) Sleeves will be rolled up. When seasonal or climatic conditions make it impractical, sleeves may be rolled down. In the case of hot weather, the utility jacket may be removed if the green undershirt is being worn. This applies to the working areas.
- b. Flight Suits will not be worn by maintenance personnel unless required in the performance of the individuals' duty that day (i.e. F/W turn ups, scheduled R/W aircrew, etc.). For those authorized to wear flight suits the following applies:
- (1) May be worn throughout the station as a working uniform by those personnel on permanent or temporary flight status.
- (2) The garrison cover must be worn at all times when away from aircraft operating areas. Navy personnel may wear unit caps in accordance with their service regulations.
- (3) Name tags and unit insignia/patches on the flight suit will be worn by all personnel as prescribed in current directives.

c. <u>Coveralls</u>

- (1) May be worn from the flight line to and from on-station quarters/barracks and to the dining facility providing that they are clean, serviceable, presentable, and unaltered.
- (2) May not be worn to and from off-station quarters, Station Medical/Dental, around the Marine Corps Exchange area, MCCS, barber shop, Marine Shop, Seven day store, commissary, bowling alley, snack bar, Burger King, bank, credit union, MCAS gas station and clubs.

(3) Name tag or rank insignia is required. However, rank insignia is not authorized on the flight line. Sleeves may be rolled up, as set forth for the utility uniform.

10. Embarkation

- a. Upon completion of flight operations, work details will be organized to inventory, palletize and load WTI retrograde gear and equipment. The respective F/W and R/W Maintenance/Ordnance Chiefs will assign work center personnel, as necessary, to these details to ensure all material is accounted for and returned to parent commands.
- b. In order to ensure all supplied equipment returns to its rightful owner; request each unit provide their senior member with an inventory of equipment. This individual will work with the WTI Embarkation SNCO to account for and return respective equipment. Additionally, where applicable, request the controlling commands conspicuously mark equipment with unit designations to assist in identification and retrograde.

11. Maintenance Department Check-in/Check-out Procedures

a. $\underline{\text{Check-in}}$. All Maintenance/Ordnance personnel report to WTI S-1, building $\underline{\text{212}}$, with SRB, Health/Dental records to receive a check-in sheet. They are also required to turn their TRAINING RECORD into their NCOIC.

b. Check-out

- (1) Only the MAWTS-1 Aircraft Maintenance Officer/Chief are authorized to terminate individuals from the WTI Maintenance Department.
- (2) Upon completion of WTI, all Maintenance/Ordnance personnel will checkout with their respective Maintenance/Ordnance Chiefs.
- (3) The F/W or R/W Maintenance/Ordnance Chief will sign the check-out sheet, and route the individual to building 202 to check-out with the MAWTS-1 Maintenance Chief.
- (4) The MAWTS-1 Maintenance Chief will sign the check-out sheet and route the individual to WTI S-1, building 212, where the individual will receive orders to return to the parent command.
 - c. Priority in which personnel will be released:
 - (1) Personnel returning on scheduled military aircraft.
 - (2) Personnel crewing aircraft.
 - (3) Personnel returning by commercial air (see note).
 - (4) Personnel traveling POV.
 - (5) Personnel assigned to units aboard MCAS Yuma.

NOTE: WTI Embark will schedule all personnel returning to their parent command via commercial air through base TMO, building 328 ext. 2019. The date of departure will be after the last day of WTI. This date

will be published by the MAWTS-1 Maintenance Chief and disseminated via the respective F/W or R/W Maintenance/Ordnance Chiefs. $\underline{\text{It is}}$ the responsibility of the individual to coordinate with WTI $\underline{\text{Embark}}$.

CHAPTER 3

FUNCTIONAL AREA INFORMATION

1. Hazardous Waste

- a. Due to operational commitments and the limited amount of time personnel are at WTI, it is not feasible to conduct hazardous waste training in the usual manner. Therefore, MAWTS-1 will brief all maintenance personnel on waste disposal procedures and have available handouts on personnel safety, compatibility charts and reactivity group numbers (R.G.N.). Hazardous material collection points will be provided for waste disposal by MCAS Yuma. It is imperative that each command provides the appropriate quality and quantity of personal safety equipment (aprons, gloves, respirators, etc.)
- b. Personnel assigned as the F/W and R/W HAZMAT NCOIC/SNCOIC shall check in with MAWTS-1 HAZMAT Officer upon arrival to WTI in order to receive details for the ordering, delivery and disposal of HAZMAT.

2. ALSS

- a. All WTI ALSS personnel must possess the required qualifications of the line number to which they were assigned prior to arrival. The MAWTS-1 flight equipment SNCOIC will screen all training records to ensure the necessary entries have been made to verify qualifications.
- b. All ALSS accompanying aircrew must be checked in at the MAWTS-1 ALSS shop immediately upon arrival. WTI ALSS must have copies of all required documentation (e.g., inspection/maintenance records, HER cards, etc.) In the event required documentation does not arrive with the respective ALSS, copies must be faxed immediately. Aircrew will not be issued ALSS that is lacking documentation.
- c. If there is a need for additional or replacement ALSS, the MAWTS-1 ALSS NCOIC will coordinate with the appropriate command.

3. Quality Assurance

- a. To ensure accountability, the respective MALS QA must perform a Tactical Bulk Fuel Delivery System (TBFDS) inventory utilizing enclosure (2) for those CH-53E units supporting the WTI Course TBFDS requirement. Ensure that the inventory list is filled out in its entirety and attached securely to the tank.
 - b. Parent squadron QA Chiefs must ensure:
- (1) Training Jackets/MATMEP records are screened on personnel slated to support WTI prior to their departure, especially those filling WTI billets requiring special qualifications; the training records should reflect a solid basis for the designation given.
- (2) Their respective squadrons send results of aircrafts last six oil samples to establish baseline. NOTE: All oil samples will be processed at MALS-13 Oil Lab during the course.
 - (3) Copies (not originals) of the documentation below is sent to WTI:

- (a) Designation forms for all QARs/CDQARs/CDIs.
- (b) Hydraulic and tire and wheel certifications for personnel in ${\sf OA}$ and ${\sf Airframes}$.
- (c) A letter listing SE qualifications of all unit personnel (copy of MMP will do); this is for QA records, the individuals must still bring their license and have them in their possession.
 - (d) APU turn-up authorizations, as applicable.
 - (e) Egress/Explosive System checkout certifications.
- c. QARs slated to support WTI must ensure that the following items are brought to WTI:
- (1) An adequate number of fuel and oil sample bottles and forms; they cannot be ordered at WTI due to a 14 to 21 days lead-time. For planning purposes, WTI aircraft will fly between 40 and 60 hours during the course.
- (2) Test history files for the aircraft assigned to WTI; if available, bring VATS disk, vibration analysis disk, and an $8500 \, \mathrm{smart}$ chart for your aircraft.
- (3) As applicable; a supply of FCF cards to support their type aircraft, blade weights, cord weights, engine plot sheets, tail rotor weights, main rotor weights, and reflective tape for optical pickups. Please do not depend on the "other guy" bringing them.
- 4. <u>Crew Chiefs Assigned to Maintenance</u>. Tac Support and FCF Crew Chiefs will be assigned to maintenance vice operations. They will come to WTI under 6000 (maintenance) line numbers vice 3000 (student) line numbers. These 6000 line number crew chiefs will be initially screened by the MAWTS-1 R/W Maintenance Chief vice MAWTS-1 NATOPS for qualifications (upchit, flt orders, current eval, etc.) Please inform these 6000 line number crew chiefs NOT TO TURN THEIR NATOPS IN TO S-1 WHEN THEY CHECK IN. They will turn their NATOPS in directly to MSGT T. E. WALKER. Ensure that their Flight Orders and evaluations do not expire during the WTI Course.

5. Maintenance Admin

- a. Prior to aircraft departing for WTI, each supporting squadrons' Maintenance Admin must ensure that enclosure (1) is completed and attached to the appropriate logbook. This will assist in the process of aircraft screening at WTI 2-04.
- b. WTI Maintenance Admin will ensure, with Maintenance Control's assistance, that MMP inputs are turned in NLT COB on 18 Mar, IAW MAWTS-1 Maintenance Admin instructions.

c. Central Technical Publications Library (CTPL).

(1) MAWTS-1 does not maintain a CTPL. A QAR for each T/M/S aircraft participating in WTI 2-04 will be tasked with providing Tech Pubs for their aircraft. This tasking is assigned by T/O Line Number Note M-41, E32, and E33. Further information pertaining to this requirement is explained in Maintenance Milestone M14 which is to be released on 26 Jan 04. Units at CAX

who wish to bring their manuals to WTI but were not tasked, may do so. These manuals will be inventoried and either reissued to the work centers for use or stored until the end of the course. If pubs are sent on CD/ROM, a computer with printer also must be sent to support the usage of the pubs.

(2) Two (2) SNCOs for each T/M/S aircraft, or type munitions (fixed-wing/rotor-wing) support, will be tasked with providing appropriate Technical Publications for their aircraft/munitions type. This tasking is assigned by T/O Line Number "NOTES" E32, E33, and M41. Further information pertaining to this requirement is explained in MAWTS-1 Maintenance Milestone M8, scheduled for release on 4 Dec 03. Redundancy is built in to assure adequate publications are available for dual operations and/or availability due to oversight or lack of possession (past lesson learned).

6. IMRL

- a. IAW MAWTS-1 SOP 006, IMRL SOP, the IMRL Chief is tasked with maintaining control procedures for all assigned IMRL assets from initial receipt through retrograde. All IMRL test equipment will be turned in to the tool room upon arrival to WTI, at which point the asset(s) will be inspected, inventoried, inducted and added to the WTI inventory.
- b. Tool tags will be utilized for checkout of IMRL assets from the respective Tool Rooms. All assets will be thoroughly inspected and inventoried prior to check out and upon check in by both the assigned technician and Tool Room personnel.
- c. All Shortages and additional IMRL requirements will be routed through the respective WTI Tool Room utilizing the Additional IMRL Request Form (SOP 006, Encl 2).
- d. NRFI IMRL assets will require a discrepancy MAF upon return to the Tool Room. Incomplete assets should be reported immediately upon discovery. Calibratable assets will require a MALS-13 PME Gripe Sheet (SOP 006, Encl 4) to turn-in for calibration or repair at MALS-13 Avionics, via the MAWTS-1 TAMS Chief.

7. Support Equipment (SE)

- a. The MAWTS-1 SE NCOIC will inventory and receipt for all support equipment upon arrival at WTI. These will be inspected for material condition and quantity to ensure all requirements have been met for the WTI course. All shortages/discrepancies will be reported to the MAWTS-1 AMO.
- b. All SE required for the WTI Maintenance Department is centralized, and under the control of the MAWTS-1 SE NCOIC. IAW 4790.2H, all operating requirements, licensing, and responsibilities will be strictly enforced. SE personnel and the user, prior to utilizing any SE, will accomplish checking-out SE jointly. The user will perform a preoperational inspection. NAVAIR Pre-Op Checklists are located at each site.
- c. Copies of SE Custody and Maintenance History Record (OPNAV 4790/51) for each item of SE in the SEPMS program should be delivered by an SE augment to the SE NCOIC. If that command does not have an SE augment attending WTI, copies of the records should be inserted inside plastic MAF bags and attached securely to the corresponding support equipment.

- d. All SE and IMRL items that fall within the SE Planned Maintenance System (SEPMS) program should be screened to ensure that PMs, load tests and proof loads are not required during WTI.
 - e. The SE NCOIC will ensure that all SE items undergo a daily inspection.

8. Tool Room

- a. Tools required for the daily performance of maintenance tasks are provided by the participating squadrons and are based on the number and type of aircraft assigned to participate in that particular WTI course. These numbers are a direct reflection of the number of aircraft assigned per course and therefore differ as the number of assigned aircraft changes per course.
- b. All tool containers to include boxes and pouches as well as all special tools and attaching hardware will be turned in to the respective F/W or R/W Tool Room upon arrival at WTI. IAW Chapter 13, Vol 5, 4790.2, NAMPSOP Tool Control Program, special attention needs to be paid to the tool markings prior to checking them in to the respective Tool Room. All tools will be marked at a minimum with the following: three-digit organizational code, Work Center code and container number (e.g., GB7-220-1). If more containers exist of the same type, a dash and subsequent number will follow (Ex. GB7-220-1-1).
- c. All tools found to have excessive discrepancies will be received and put aside for the duration of the WTI course and returned to the respective owner at the conclusion of the course. At no time will this tool or tool container be checked out for any reason. Replacement tools are not kept on hand, therefore defective, worn and broken tools will not be replaced while at WTI.
- d. Any tools or tool containers that have been altered or modified need to arrive with: a copy of the deviation letter for that particular tool or tool container and a copy of the modified panel breakdown and diagram.
- e. Tool Room personnel are the only WTI assigned individuals authorized to approach other commands aboard MCAS Yuma for checkout of additional tools, tool containers, special tools or IMRL assets. Maintenance personnel in need of additional tools, tool containers, special tools or IMRL assets will route their request through their respective Tool Room. All requests made by maintenance personnel to tenant commands will be rejected along with the individual being turned away, followed by a phone call to the Tool Room Coordinator.

9. Avionics

- a. <u>Aircraft Preparation</u>. It is imperative that every effort be made to ensure all onboard systems are operationally checked and repaired prior to departure for WTI. Of primary importance are Fire control systems, Havequick/Sincgars, KY, Mode IV and all Aircraft Survivability Equipment. The success of these systems is crucial to the training environment at WTI.
- b. <u>Controlled Equipment</u>. Controlled items such as CMS and ECM WRAs are inventoried upon arrival. The assets that arrived on a specific aircraft will depart on the same aircraft. Aircraft participating in WTI must arrive with all CMS installed (KYs, Mode IV assets...) as well as other systems specified in the configuration message. At the beginning of WTI all systems are operationally checked and inventoried. The installation of fresh

batteries by the fleet is requested to reduce time required for the system checks. If for any reason a controlled item requires replacement, we will contact the home unit and work out the details. Use of FEDEX is common in these circumstances.

- c. <u>Configuration Deficiencies</u>. If a unit is sending an aircraft to the WTI course, that will not comply with the configuration message, a Naval message requesting relief from the requirement must be submitted to the CO, MAWTS-1, explaining the configuration deficiencies in well in advance.
- d. <u>Security Clearances</u>. Every Marine assigned to WTI Avionics will possess a security clearance. The level of clearance required will be commensurate with duties associated with each Marine's MOS, but will be at a minimum CONFIDENTIAL. Each Marine handling EKMS must have a SECRET clearance or higher. The Security Clearance information must be delivered to MAWTS-1 in the T/O LINE NUMBER NOMINEE MESSAGE. Personnel arriving without a security clearance will be sent home and the parent command will be required to send an immediate replacement.
- e. <u>SE Licensing</u>. All Avionics personnel are required to be appropriately licensed for the use of Support Equipment. Request Avionics Chiefs/NCOICs ensure personnel assigned to WTI meet minimum licensing requirements for the following: Tow tractor (generic), Electric cart, Light cart and Hyd cart
- f. $\underline{\text{ATARS}}$. Squadrons sending out ATARS Data Link Pods must ensure the pods arrive in the appropriate shipping container. The attaching equipment is required to be included with each pod. One set of umbilicals and one feed thru panel per pod is required.
- g. <u>Lighting Pods</u>. AV-8B squadrons must send one coffin serialized (assigned) per Lightning pod. East Coast squadrons must ship one coffin per pod for pods that are flown to WTI on the aircraft. This is to cover unforeseen lightning pod shipments. West Coast squadrons will send their coffins as well for off aircraft pod storage. All lightning pods will require one set of umbilical cables per pod.

h. Rotary Wing Issues

- (1) Squadrons redeploying from CAX to WTI must make arrangements to have all spare COMSEC equipment returned to their home station prior to arrival at MCAS Yuma. Limited space in the MAWTS-1 CMS secondary control point precludes storage of large quantities of COMSEC equipment.
- (2) MAG-26/MAG-29 Avionics MFs, bench support IMRL, and personnel supporting CAX immediately prior to WTI should plan to be relocated to MCAS Yuma to support the WTI course. This will greatly enhance aircraft readiness and reduce delays encountered in shipping.
- (3) All Rotary wing aircraft are required to have a Data Transfer Module (DTM) upon their arrival at WTI. These items will be turned into MAWTS-1 Avionics immediately upon aircraft arrival at WTI.

10. Ordnance

a. Personnel assigned to specific line numbers should be screened for experience and skill level using the T/O as a guide. Per reference (a), all

personnel must have a current Explosive Handler Physical completed and documented within their respective training jacket or medical record to perform operations with energetic materials (e.g., Flight Equipment, Seat Shop, Ordnance). Though WTI provides an excellent opportunity to train, supervisory personnel (e.g., QA) must have current experience with respective aircraft/munitions to ensure safe, efficient operations in accordance with reference (b). Request Ordnance Chiefs personally screen their Marines' Training Jacket/MATMEP qualifications prior to their departure. Since minimal time is available to develop skills that are lacking during the course start up phase, individuals should have a solid basis for the designation assigned

- b. Units providing aircraft, or tasked to support IMRL and/or AWSE requirements, should refer to the WTI 2-04 Planning Conference results for preliminary aircraft configuration requirements, and the IMRL conference results Milestone message to determine their respective IMRL/AWSE requirements. The scheduled release date of the Milestone M-9 message is 22 Dec 03. Request all concerned review applicable logs and records, inspection schedules, and serviceability to preclude short fuze, expensive shipment of replacement material.
- c. Additional quantities of AAE and associated weapons systems equipment, above normal aircraft inventory quantities, are required for redundancy, multiple site operations and quick-turn (ready alert) operations. Units providing aircraft should coordinate with their respective sister squadrons and/or MALS if required equipment exceeds aircraft carriage capability and arrange for overland transport. Per reference (c), all equipment logs and records must accompany equipment and all inspection schedules must be verified to ensure serviceability of equipment for course duration. A final Aircraft Configuration message detailing final configuration requirements will be published via Message on 4 Mar 04.
- d. If there are any questions or concerns, please contact the MAWTS-1 Ordnance Officer/Chief.

11. Aviation Supply

- a. All supply pack-ups assigned to WTI are controlled and managed by the WTI Supply Officer. All supply items, regardless of parent command ownership, are for joint use while at WTI. The sole point of contact within the WTI Maintenance Department for supply support will be the Material Control Expediter assigned to each Maintenance Control section. Unless prior arrangements are made between Maintenance Control and Supply, all repairables will be turned-in to the Expediter when requisitioning replacement items. All items must be properly accounted for at all times. To ensure proper handling, and to prevent damage, all items turned-in to Material Control must be properly cleaned, capped, and bubble wrapped prior to acceptance by the Expediter.
- b. Items not in stock within the WTI supply pack-up will be passed to the Supply Officer for action. If it is determined by Supply supervisory personnel that a valid NMCS item is not available within the supply chain, the AMO will take necessary action to resolve the NMCS situation.
- c. Pre-Expended Bins (PEB). Any member of the Maintenance Department who feels an item addition to the PEB is necessary should forward their recommendation to the AMO as soon as possible.

d. Cannibalization will be controlled IAW with MAWTS-1 Standard Operating Procedures. Maintenance Control shall ensure that all SRC card items are properly reported to Maintenance Admin.

12. Maintenance Milestones Summary

M/S	WTI COURSE REQUIREMENT	SUPPORT	TARGET DATE
M1	REL "ORD PREPOSITION REQUEST" LTR	ORDNANCE	D-132/12 NOV
M2	REL "SAFETY SURVEY REQUEST" MSG	MAINT ADMIN	D-132/12 NOV
МЗ	REL "WING MILESTONE COORDINATOR" MSG	MAINT ADMIN	D-132/12 NOV
M4	REL "IMRL CONFERENCE NOTIFICATION" MSG	IMRL	D-132/12 NOV
M5	REL "SE/ORD/IMRL SUPPORT" MSG (TO MCAS YUMA)	SE/ORD/IMRL	D-132/12 NOV
М6	REL "ORD OPS WAIVER REQUEST" MSG	ORDNANCE	D-132/12 NOV
М7	REL "MILESTONE M3-M6 RESPONSE STATUS" MSG	MAINT ADMIN	D-118/26 NOV
M8	REL "WTI MAINT T/O REQUIREMENTS" MSG	MAINT ADMIN	D-110/04 DEC
М9	REL "IMRL CONFERENCE RESULTS" MSG	IMRL	D-92/22 DEC
M10	REL "TOOL/SE/ORD/IMRL REQUIREMENTS" MSG	TOOL ROOM	D-92/22 DEC
M11	REL "ANCILLARY ACFT EQUIPMENT REQUIREMENTS" MSG	ACFT DIVISION	D-92/22 DEC
M12	REL "FE REQUIREMENTS" MSG	FLIGHT EQUIPMENT	D-92/22 DEC
M13	REL "LIAISON VTC COORDINATION" MSG	MAINT ADMIN	D-92/22 DEC
M14	REL "WING T/O ASSIGNMENTS/TPL REQUIREMENTS" MSG	ACFT DIVISION/MAINT ADMIN	D-57/26 JAN
M15	REL "MILESTONE M8-M13 RESPONSE STATUS" MSG	MAINT ADMIN	D-57/26 JAN
M16	REL "IMA MF SUPPORT" MSG	AVIONICS	D-57/26 JAN
M17	REL "EXTERNAL SUPPORT" MSG	AVIONICS/ORDNANCE	D-57/26 JAN
M18	REL "LIAISON VISIT REQUEST" MSG	MAINT ADMIN	D-57/26 JAN
M19	REL "MILESTONE M16-M18 RESPONSE STATUS" MSG	MAINT ADMIN	D-43/09 FEB
M20	REL "ACFT CONFIG TD UPDATE" MSG	ACFT DIVISION	D-19/04 MAR
M21	REL "MAINT MILESTONE RECAP" MSG	MAINT ADMIN	D-18/05 MAR

Aircraft Prescreening Checklist

- 1. Complete the enclosed checklist and attach to the appropriate aircraft logbook prior to attending WTI Course.
- 2. Due to nonavailability of NALCOMIS at WTI, historical files must be available upon request. Send POCs with DSN numbers along with each aircraft logbook.

	WTI COURSE		
	WTI MAINTENANCE ADMIN PRE-COURSE SCREENING CHECK	KLIST	
T/M/S	BUNO Side No I	Date	_
Sqdn	MAG		
1. The Acft to	following Acft logbooks and associated records will a WTI.	accompany the)
a.	Complete Aircraft/Engine Logbooks.	Yes	No
b.	Rough Log of current months flight data.	Yes	No
С.	Copy of Acft Record "A" Card.	Yes	No
	Past 6 (six) months or one complete phase cycle of ds. Send a POC with DSN number who is capable of historical files from NALCOMIS	Yes	No
е.	Weight and Balance.	Yes	No
f.	Acft bag with BUNO annotated.	Yes	No
g.	Current NALCOMIS Scheduled Insp Record	Yes	No
h.	Current NALCOMIS Acft Flight Summary Report	Yes	No
i.	Technical Directive Outstanding/Comp Reports	Yes	No
j.	Engine 72 Reports (F/A-18 only)	Yes	No
k.	Serialized Component Report (for SRC/EHR verification	n) Yes	No
COMMENTE	s:		

2. Ai	rcraf	t logbook rev	iew.						Compl	eted
a.	Mon	thly Flight S	ummary	Page					Yes	No
	(1)	Verify PED,	ensure	Acft	does no	ot need	ASPA/PACE		Yes	No
	(2)	Verify Time	Since N	New.	A/F Tin	ne:			Yes	No
b. is ann		pection Recor d in Misc His		rify P	hase Ir	nsp, ens	sure Base Ti	me	Yes	No
Type	Phas	e	Hrs F	Remain	ing		_ with 10%_			
Phas	e Bas	e(A/F Time)	Last	Phase	(A/F	Time)	_ Next Due_	(A/F	 Γime)	
c.	Ins	pection data	(25 Hr	Insp	and up	only)				
	Hr	Base	Last	Insp_		Next	Due	Hrs	Rem	
	Hr	Base	Last	Insp_		Next	Due	Hrs	Rem	
	Hr	Base	Last	Insp_		Next	Due	Hrs	Rem	
	Hr	Base	Last	Insp_		Next	Due	Hrs	Rem	
	Hr	Base	Last	Insp_		Next	Due	Hrs	Rem	
	Hr	Base	Last	Insp_		Next	Due	Hrs	Rem	
	Hr	Base	Last	Insp_		Next	Due	Hrs	Rem	
	Hr	Base	Last	Insp_		Next	Due	Hrs	Rem	
	Hr	Base	Last	Insp_		Next	Due	Hrs	Rem	
	Day	Base	Last	Insp_		Next	Due	_		
	Day	Base	Last	Insp_		Next	Due	_		
	Day	Base	Last	Insp_		Next	Due	_		
	Day	Base	Last	Insp_		Next	Due	_		
	Day	Base	Last	Insp_		Next	Due	_		
	Day	Base	Last	Insp_		Next	Due	_		
	Day	Base	Last	Insp_		Next	Due	_		
	Day	Base	Last	Insp_		Next	Due	_		
	Day	Base	Last	Insp_		Next	Due	_		
	Мо	Base	Last.	Insp		Next	Due			

NOTE: Enclose an Insp Near Due Report from NALCOMIS in the Acft logbook.

configu 500.C I	ration Msg and configura	diate TDs not incorporated IAW WTI tion update Msg of TDs; also, usin h have flight restrictions causing	g the NA	
Code /	Basic Number	Status TDs Compl	iance	
е.	Verify Misc History for	the following data.		
	(1) Compass Swing last	Performed Due		
NOTE:	Must not come due during back of logbook)	the WTI Course. (Ensure compass	cards ar	e in
annotat	(2) Inspection Base, if ed in Miscellaneous Hist	Base has changed, ensure that revory.	ised Bas	e is
	(3) Ensure Compass Card	s are in the Logbook.		
	(4) Is this aircraft "G	-Limited"? If so, what is the lim	itation:	
f.	Explosive Devices			
	(1) Date of last 210/22	5/448/728 Day:		
	(2) Next 210/224/448/72	8 Due:		
			Compl	eted
	(3) Verify installed li	fe and shelf life, IAW PMIC.	Yes	No
	(4) Ensure no CADs come	due during the period of WTI.	Yes	No
g. match a	Inventory Record. Ensu ppropriate cards in Acft	re all SRC/ASR/EHR are listed and Logbooks.	Yes	No
h.	SRC/ASR/EHR Cards			
	(1) Utilizing the PMIC,	verify replacement interval.	Yes	No

	(2)	Verify Replace	ement	Due.					Υe	es No
Cards		Verify all ins					to SI	RC/ASR/EHR	Υ∈	es No
	_	APU AESR is cor signed.	mplete	e and	all ap	propria	ate d	data is	Υe	es No
4. En	gines									
a.	Equ	ipment Operati:	ng Lo	J•						
	(1)	Serial No: No	.1		No.2_		No	o.3	_ No.4_	
	(2)	Is EOL correct	t							
	(3)	Validate TSN								
	(4)	Validate TSO								
	(5)	Hot Section Inspection								
	(6)	ELCF Hours Remaining								
	(7)	ELR Counts Available					_			
	(8)	Equivalent FL	r Hrs	Remai	ning				Yes	s No
b. Hrs to		pection Record ude Auxiliary S							ne next	: 150
Ту	rpe In	sp Hrs	s Rema	ain	Eng	Time 1	Due			
c. in Mis		ify Phase Insp neous History:	, and	Engir	ne Base	times	are	annotated	Υe	es No
#1 Eng	Phas	e Base	Last	Insp_		_ Next	Due_	Hrs	s Rem	
#2 Eng	Phas	e Base	Last	Insp_		_ Next	Due_	Hrs	s Rem	
#3 Eng	Phas	e Base	Last	Insp_		_ Next	Due_	Hrs	s Rem	
#4 Ena	Phas	e Base	Last	Insp		Next	Due	Hrs	s Rem	

d. Provide data as applicable to your engines.

Engine	#1 Hr	Base	Last Ins	sp	Next	Due	Hrs	Rem
		Base				Due		Rem
		Base				Due		Rem
		Base				Due		Rem
						Due		Rem
						Due		Rem
	Hr	Base				Due		Rem
Engine			Edoc III.	SP	110210		111.5	110111
		Base	Last Ins	sp	Next	Due	Hrs	Rem
	Hr	Base	Last Ins	sp	Next	Due	Hrs	Rem
	Hr	Base	Last Ins	sp	Next	Due	Hrs	Rem
	Hr	Base	Last Ins	sp	Next	Due	Hrs	Rem
	Hr	Base	Last Ins	sp	Next	Due	Hrs	Rem
	Hr	Base	Last Ins	sp	Next	Due	Hrs	Rem
	Hr	Base	Last Ins	sp	Next	Due	Hrs	Rem
Engine	#3 Hr	Base	Tast Ind	sn	Novt	Due	Hre	Rem
	Hr					Due		Rem
	Hr	Base						Rem
	Hr	Base				Due		Rem
	Hr					Due		Rem
	Hr	Base				Due		Rem
								Rem
Engine		Dase	nast III.	5P	Next	Due	111.5	1/6111
		Base	Last Ins	sp	Next	Due	Hrs	Rem
	Hr	Base	Last Ins	sp	Next	Due	Hrs	Rem
	Hr	Base	Last Ins	sp	Next	Due	Hrs	Rem
	Hr	Base	Last Ins	sp	Next	Due	Hrs	Rem
	Hr	Base	Last Ins	sp	Next	Due	Hrs	Rem
	Hr	Base	Last Ins	sp	Next	Due	Hrs	Rem

	F	Hr	Base	Last Insp	Next Due	Hrs	Rem	
NOTE	: E	Encl	ose an Insp	Near Due Report	from NALCOMIS in t	the Acft	logbook.	
	e. icak				e all inspection dat Formation is provide		Yes	No
	f. mato		_	rd. Ensure all cards in logbook	SRC/ASR/MSR/EHR are	e listed	Yes	No
	g.	SRC	C/MSR/ASR/EHI	R CARDS				
		(1)	Utilizing	the PMIC, Verify	replacement interv	val.	Yes	No
		(2)	Verify Rep	lacement Due.			Yes	No
		re a		st Performed, Ne	at pertain to SRC/MSext Due on ASR's. E		R Yes	No
3.	Roto	or F	Head(s)					
	a.	Equ	aipment Opera	ating Log.				
		(1)	Serial No:	Fwd	Aft			
		(2)	Is EOL cor	rect				
		(3)	Validate T	SN				
		(4)	Validate T					
		(5)	Equivalent	FLT Hrs Remaini	ng		Yes	No
	b. nnot		spection Record in Misc H		ase Insp, ensure Bas	se Time	Yes	No
Fwd	Phas	se E	Base	Last Insp	Next Due	_ Hrs Rem		-
Aft	Phas	se E	Base	Last Insp	Next Due	Hrs Rem		-
			ovide data a	s applicable to	your Rotor Head(s).			
Fwd		or Hr	Base	_ Last Insp	Next Due	Hrs	Rem	
	F	ŀr	Base	_ Last Insp	Next Due	Hrs	Rem	
	F	Hr	Base	_ Last Insp	Next Due	Hrs	Rem	
					Next Due			
					Next Due			
					Next Due			

Ait Ro	tor Hr	Base	Last Insp	l	lext	Due	Hrs	Rem	
	Hr	Base						Rem	
		Base						Rem	
	Hr	Base	Last Insp	1	Vext	Due	Hrs	Rem	
	Hr	Base	Last Insp		Next	Due	Hrs	Rem	
	Hr	Base	Last Insp	1	Next	Due	Hrs	Rem	
		lose an Insp						ogbook.	
d. applic		scellaneous H to engines f	_		_		5	Yes	No
e. and ma		ventory Recor appropriate c			R/MSF	/EHR are lis	ted	Yes	No
f.	SR	C/MSR/ASR/EHR	Cards						
	(1) Utilizing t	he PMIC, Veri	fy replac	cemer	t interval		Yes	No
	(2) Verify Repl	acement Due					Yes	No
	are) Verify all annotated Las nts are Hi-Ti	t Performed,	_				Yes	No
		e a list of H thin the next			n Acf	t, Engine(s)	, and	Rotor	
Nomen			Ser#		Time	Due w/ 10%	Hr	s Rem	
				<u></u>					
									
									
				 -				 	
									
NCOIC	Name			Signatu	ıre				
AMO Na:	me			Signatı	ıre				

TBFDS INVENTORY SHEET (MALS-___)

		Prese Servi	ent/ iceable
1.	Tank 1 with covers: S/N Tank 2 with covers: S/N	Yes Yes	No No
2.	Fuel Control Panel (HM022-123-21):	Yes	No
3.	Tank to Tank Fuel Lines (HM022-067-41):	Yes	No
4.	Wiring Harness: Fare pump control cable (HM022-334): Tank control cables (HM022-046-41/51/61): Fuel control power cable (HM022-346):	Yes Yes Yes	No No No
5.	Fare Pump (HM022-400) with Hose Assy (HM022-067-11):	Yes	No
6.	Remote (HM022-048-11): S/N	Yes	No
7.	Restraint System: Aluminum Frames/Attaching pins: Straps HM:	Yes Yes	No No
8.	Fare Kit: 50' hoses/ with caps, straps and O-rings (AE706722-1): Emergency breakaways with caps and O-rings (HM020-907): A/C Nozzles with caps and O-rings (HM020-904): Gravity Nozzles with caps O-rings (HM020-931-11): Flow meters with caps and O-rings (HM020-930-11): Y fitting with caps and O-rings (HM020-901): Grounding cables (HM022-086-21): Fare Kit Tiedown Straps (HM020-036-21	Yes Yes Yes Yes Yes Yes Yes	No No No No No No No No
9.	Shoring: wide (HM022-327-3): small (HM022327-1):	Yes Yes	No No
10.	<pre>Vent lines (HM022-342-11) Wiggins fitting adapter (HM022-337):</pre>	Yes Yes	No No
11.	A/C Vent Line (HM022-339-11):	Yes	No
12.	Vent T fittings (HM022-335):	Yes	No
13.	1 ½" A/C fuel line with Wiggins Fitting (HM022-314-21)	Yes	No
14.	Sampling Kit w/gravity drain hoses:	Yes	No
15.	Misc Remarks:		
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NCO	IC Name Signature		

BASIC AIRCRAFT CONFIGURATION LIST

- 1. The following lists are provided to familiarize Aircraft Maintenance Officers with the "basic" configuration requirements for WTI Course aircraft. NOTE: WTI Milestone O13 promulgates specific/comprehensive aircraft configuration requirements and WTI Milestone M20 identifies all urgent TD's that were issued after O13's release. All systems/components listed are logically expected to be fully operational/RFI as applicable.
- 2. $\underline{\text{EA}-6B}$. All EA-6B configuration requirements below are "per aircraft" unless otherwise noted. NOTE: Aircraft must arrive with a minimum of 65 hours remaining until phase (not including authorized 10%).
- a. Block 89A aircraft with NVG capability, notification of aircraft FLE limitations required
 - b. One (1) Fuel Packet
 - c. In-Flight Refueling Capable
 - d. A total of Three (3) functional 300 Gal Drop Tanks
 - e. One (1) functional APS-130 Radar
 - f. Navigational suite per Block 89A aircraft
 - q. One (1) MDL
 - h. Functional full system OBS loaded with latest SSA software
 - i. Comm suite appropriate to Block 89A aircraft (U/VHF, HF Scanner)
 - j. One (1) TACTS Panel installed and operational
 - k. IFF Mode 4 installed and operational
 - 1. KY-58 installed and operational
- $\mbox{m.}$ Total of Two (2) load and One (1) record tape, plus One (1) load for maintenance
- n. <u>For each EA-6B</u>: The following Transmitters, Ant, UEU's and Hardbacks/Canoes shall be built/available. Transmitters listed below are required above and beyond the pre-configured Pods listed:
 - One (1) Pod=Band 10 / Band 8
 - One (1) Pod=Band 6 / Band 7
 - One (1) Pod=Band 2 / Band 6
 - One (1) RFI Band 2 Transmitter/Ant
 - One (1) RFI Band 4 Transmitter/Ant
 - Two (2) RFI Band 6 Transmitter/Ant
 - One (1) RFI Band 7 Transmitter/Ant
 - Two (2) RFI Band 8 Transmitter/Ant
 - Two (2) RFI Band 10 Transmitter/Ant
 - Two (2) Hardbacks, Three (3) Canoes, Two (2) UEU's
- n. One (1) RFI MATT/IDM-Capable USQ-113 V(3) installed and operational. (1) USQ 113 Laptop, W/Flash Card Loader, power cords, and aircraft umbilical per system
 - o. Install fresh batteries in all COMSEC equipment and MAGR
- p. One (1) operable ALE-39 system with Three (3) expendables buckets and appropriate pins
- q. One (1) LAU-7 with Seven-Ended TACTS Harness and ADU 299 Wing Disconnect Cable
 - r. One (1) LAU-118 W/Centerline and outboard HARM cables and One (1) HCP
 - s. One (1) Captive Carry Block IIIA or V CATM-88 HARM
- t. Three (3) RFI ALE-43 Pods with appropriate tech manuals, cables, and associated Chaff Control Panels (total of Three (3) control panels). Three (3) ALE-41 Station Select Panels
- u. Full set of Ordnance Safety Pins, electrical connectors, and all associated Weapons/Stores Cables for all appropriate weapons

- v. All aircraft need EHRS/SRCS/AESRS screened to ensure bomb racks and missile launchers match installed items, w/current inspections and sufficient time remaining for duration of course
- 3. <u>AV-8B Night Attack and Radar</u>. All AV-8B configuration requirements are "per aircraft" unless otherwise noted. Aircraft must arrive with a minimum of 65 hours remaining until phase (not including authorized 10%).
- a. Aircraft should arrive with a minimum of 2000 engine life record (ELR) counts and sufficient engine TSN hours to complete the course
 - b. One (1) fuel packet
 - c. Litening Pod capable
 - d. Two Litening Pods per Three aircraft
- e. One MAG-13 aircraft with Litening Pod video downlink capability either night attack or radar $\,$
 - f. Water system operable
 - g. In-flight refuel capable.
 - h. Two (2) external fuel tanks
 - i. ATHS installed
 - j. ARC-210 installed
 - k. IFF Mode 4 installed
 - 1. KY-58 installed
 - m. HUD Video Recorder installed (audio and video)
 - n. ALR-67 installed w/OFP W7 and UDF 25.
 - o. ARBS TV AND LST installed
- p. One (1) ALQ-164 installed w/OFP 13 and UDF 24 for 126B, OFP 02 and UDF 04 for 162
 - q. Data Storage Set installed
 - r. One (1) Data Storage Unit (DSU)
 - s. Forward Looking Infrared (FLIR) installed
 - t. Enhanced Stores Management Computer installed
- u. Digital Moving Map Set installed w/West Coast coverage to include one-to-100 coverage for R-2507 and R-2301
 - v. GPS MAGR installed
 - w. Internal TACTS POD installed
 - x. Both MPCD'S installed
 - y. Fresh batteries in all COMSEC equipment and MAGR
 - z. One (1) set of AN/AVS-9 NVG's w/bracket and Two (2) battery sets
 - aa. Laser eye protection (1 set per student)
 - bb. Ordnance stations 1 thru 7
 - cc. GAU-12 gun
 - dd. Maverick video line on Stations 2,3,5,6
 - ee. ALE-39 System w/safety pin, and One (1) spare bucket
 - ff. Two (2) rocket cables
 - gg. Four (4) ITERS W/cables
 - hh. Six (6) sets practice bomb adapter (803) kit
 - ii. Two (2) sets LGTR brackets
 - jj. Two (2) LAU-117 w/cables
- $\mbox{kk.}$ Two (2) LAU-7 w/electrical connector blank-off plates and detent wrenches
- ll. All aircraft must have EHRS/SRCS/AESRS screened to ensure bomb racks, missile launchers and guns match installed items w/current inspections and sufficient time remaining for duration of the course
 - mm. One (1) CATM-65E Laser Maverick per Two (2) aircraft
 - nn. One (1) CATM-65F IR Maverick per Two (2) aircraft
 - oo. One (1) CATM-9M-12 or greater
 - pp. All CATM's require GNC/TDD covers, umbilical dust caps, and logbooks

- qq. Five (5) ITERS w/cables per MAG
- rr. One (1) set of strakes
- 4. $\underline{F/A-18A/A+/C/D}$. All F/A-18 configuration requirements are "per aircraft" unless otherwise noted. NOTE: Aircraft must arrive with a minimum of 65 hours remaining until phase (not including authorized 10%).
- a. Aircraft should arrive with a minimum of 150 Engine Low Cycle Fatigue (ELCF) hours available
 - b. One (1) fuel packet
 - c. Three (3) Memory Units (Part# MU-860B/ASQ-194)
 - d. Two (2) wing tanks
 - e. IFF Mode 4 (Kit-1C or APX-111 for Lot 20 and above)
 - f. KY-58 installed
- g. ALR-67 installed w/ECP-510, w/W5 computer software or ASPJ or 09 CR OFP 25 W/UDF W7 or B1 or B2 and One (1) set blank-off pnls embarked per MAW
- h. One (1) COMSEC fill cable, Part# 3397AS1100 per MAW (required only if A+ Aircraft participate in course)
- i. ALQ-126B/ASPJ for F/A-18A/C (F/A-18D only if 8MM CVRS installed) and all other F/A-18D should have VTR installed in place of ALQ-126B/ASPJ
 - j. ${\tt HUD}$ VTR (F/A-18D install VTR vice ALQ-126B unless equipped w/CVRS)
 - k. CVRS/8MM/OR VTR SYSTEM installed
 - 1. One (1) AN/ASQ-173 LDT Pod
 - m. CLC loaded w/5.1 software installed
 - n. Fresh batteries in all COMSEC equipment and MAGR
- o. One (1) AN/AAS-38 A/B LTD/R w/laser installed, 50 percent of TFLIRS to be Bravo Pods
 - p. Door 120L and 120R
 - q. One (1) set AN/AVS-9 NVG per F/A-18A/C and Two (2) sets of batteries
 - r. Two (2) sets AN/AVS-9 NVG's per F/A-18D and Two (2) sets of batteries
 - s. One (1) set Laser Eye Protection per student (1.064 Microns)
 - t. One (1) pair binoculars per F/A-18D
 - u. One (1) Infrared Zoom Laser Designator-II (IZLID-II) per Two F/A-18D
 - v. Internal and external TACTS Pods installed
 - w. Weapons stations 1,2,3,5,7,8,9
- x. Wing pylons on stations 2,3,7,8 and C/L pylon on station 5, all pylon blank-off panels w/I pylons or embarked
 - y. Gun system $w/\min 3000$ rounds remaining on system
 - z. ALE-39/47 system w/One (1) spare dispenser bucket
- aa. Full set of safety pins, detent wrenches, electrical connectors, and all associated weapons/stores cables
 - bb. One (1) MIL-STD-1760 cable (PN# N00421RW56247).
 - cc. One (1) CATM-9M-12 or greater
 - dd. One (1) CATM-88 HARM per Two (2) arcraft
 - ee. Two (2) CATM-65F IR Maverick per MAG Four (4) total required
 - ff. One (1) CATM-65E Laser Maverick per Two (2) aircraft
 - gg. Four (4) CATM-7 w/wafers per MAG
- $\,$ hh. All CATM's require GNC/TDD covers, umbilical dust caps, and logbooks for captive carry tracking
 - ii. Two (2) IMERS w/cables
 - jj. Six (6) sets practice bomb adapter (803) kits
 - kk. Four (4) sets LGTR brackets
 - 11. Three (3) CVERS W/CABLES .
 - mm. Four (4) rocket cables
 - nn. One LAU-118 W/Two (2) cables
 - oo. One (1) LAU-117 W/Two (2) cables

- pp. Five (5) BRU-32 series ejector racks per MAG for pool assets, composition relative to participating aircraft lot/series makeup
 - qq. Five (5) LAU-115 w/cables per MAG
- rr. All aircraft need EHRS/SRCS/AESRS screened to ensure bomb racks, missile launchers and guns match installed items, w/current inspections and sufficient time remaining for duration of the course
 - ss. MIDS configured if available
 - tt. DCS configured if available
- 5. $\underline{\text{KC-130}}$. All aircraft configuration requirements are "per aircraft" unless otherwise noted. Aircraft must arrive with a minimum of 65 hours remaining until phase (not including authorized 10%).
 - a. One (1) fuel packet
- b. Refueling capable (Two (2) high-speed drogues and two (2) low-speed drogues)
- c. ADS and associated aerial delivery components (static line retrievers, dual rails, jump platforms, air delivery kit center anchor cable support)
 - d. Two (2) tanker configured aircraft
 - e. Two (2) external wing tank configured aircraft
 - f. Night vision system equipped (Two (2) designated aircraft)
 - g. Winch installed
- h. Two (2) Aeroquip rapid ground refueling systems w/probe adapters, capable of two point setup (w/spares)
 - i. Two (2) ALDIS lamps (w/complete lens kits)
- j. Avionics suite (as per applicable NATOPS flight manual table of communication and associated electronic equipment) and KY-58 installed for each UHF and VHF radio $\frac{1}{2}$
 - k. All radios (VHF/UHF/VHF-FM/HF) installed
 - 1. INS and GPS installed and operational
 - m. APX-100 (V) w/kit-1c or apx-72 w/kit-1c installed
 - n. APX-76 A/B (V) w/KIT-1C installed
 - o. APU/GTC and APU/ATM generator
 - p. APR-39, AAR-47, ALE-39, and ALQ-157 installed and (2) spare buckets
 - q. AN/APS-133 Radar installed
 - r. AN/APN-194V Radar Altimeter (F, R, T) installed
 - s. Hatch mount SATCOM antenna installed (designated aircraft)
 - t. TACAN/VOR/ILS installed
 - u. Fresh batteries in all COMSEC equipment and MAGR
- ${\tt v.}$ Flare dispensers and associated MSN essential equipment One (1) setup per class, designated aircraft
 - w. One (1) Flight Engineer tool box
 - x. One (1) RVD and seat
- 6. $\underline{\text{CH-53D}}$. All aircraft configuration requirements are "per aircraft" unless otherwise noted. Aircraft must arrive with a minimum of 65 hours remaining until phase (not including authorized 10%).
 - a. One (1) fuel packet
 - b. AFC-384 incorporated and operational
 - c. FULL IFR/NIGHT capable
 - d. Landing Gear/Ramp/Cargo Hooks/Pendant
 - e. IFF MODE 4 capable (KIT-1C) installed
 - f. Transponder modes 1,2,3a and C
 - q. KY-58 installed
 - h. ARC-210 RADIOS installed

- i. Minimum of three (3) fully operational ICS stations in cabin section
- j. Radar Altimeter installed
- k. APR-39 installed, w/blue light cover for lens and MA lamp
- 1. Operational ALE-39 w/One (1) spare bucket
- m. GPS installed
- n. ALQ-157 installed
- o. TIP Tank configured, operational auxiliary tank gauges are required
- p. Mission Data Loader (MDL) brick installed
- q. Cruise guide
- r. One (1) IR search light
- s. Fresh batteries in all COMSEC equipment and MAGR
- t. ANVIS HUD w/monocle
- v. Single point external configured fully operational w/Two (2) pendants
- w. Fastrope anchor bar assembly
- x. One (1) set laser eye protection per student
- y. Four (4) sets ANVIS-9 NVG's w/batteries for each student pilot, minimum of Twenty-four (24) seat configuration, Twenty-four (24) Cranials w/bag, Two (2) ICS headsets, and Two (2) ICS short cords
 - z. Three (3) Gunners Belts (sent w/aircraft).
 - aa. Three (3) long cords
 - bb. Four (4) sets of full body armor
 - cc. Four (4) chain sets (10,000 lbs limit)
 - dd. Two (2) 5-gallon water containers
 - ee. Ten (10) 5,000 lbs cargo tie down straps
 - ff. Two (2) pole type litters
 - gg. Three (3) RFI, XM-218, .50 cal machine guns w/flash suppressors
- hh. Two (2) XM-218 machine gun mounts, brass bags, ammo cans $\mbox{w/AAC-974}$ compliance, link chutes, and deflectors
 - ii. One (1) XM-218 machine gun headspace and timing gauge
- jj. Three (3) crew served weapons lasers with appropriate mounts, blocks, and mounting hardware per crewchief student
- 7. $\underline{\text{CH-53E}}$. All aircraft configuration requirements are "per aircraft" unless otherwise noted. Aircraft must arrive with a minimum of 65 hours remaining until phase (not including authorized 10%).
 - a. One (1) fuel packet
 - b. AFC-485/487 incorporated
 - c. Full IFR/NIGHT capable
 - d. Landing gear/ramp/cargo hooks/pendant
 - e. IFF MODE 4 capable (KIT-1C) installed
 - f. Transponder modes 1,2,3A and C
 - g. KY-58 installed
 - h. ARC-210 RADIOS installed
 - i.. Minimum three (3) fully operational ICS stations in cabin section $\$
 - j. AAR-47 installed
 - k. Radar Altimeter installed
 - 1. APR-39 installed, w/blue light cover for lens and MA lamp
 - m. ALE-39 w/One (1) spare bucket
 - n. GPS installed
 - o. Mission Data Loader (MDL) Brick installed
 - p. One (1) IR search light
 - ${\tt q.}$ Fresh batteries in all COMSEC equipment and MAGR
 - r. HNVS w/FLIR
 - s. TIP tank configured and auxiliary tank gauges
- t. Single/dual point external configured, CG hook load indicator fully operational w/Three (3) pendants

- u. A-frame fastrope attachment bar
- v. Aerial refueling probe configured
- w. ANVIS HUD w/Monocle
- x. Four (4) sets ANVIS-9 NVG's w/batteries per student pilot
- y. One (1) set laser eye protection per student
- z. Minimum Twenty-four (24) seat configuration, twenty-four (24) Cranials w/bag, two (2) ICS headsets, and two (2) ICS short cords
 - aa. Three (3) Gunners Belts (sent w/aircraft)
 - bb. Three (3) long cords
 - cc. Four (4) sets of full armor w/breast plate
 - dd. Four (4) chain sets (10,000 lbs limit)
 - ee. Ten (10) 5,000 lbs cargo tie down straps
 - ff. Two (2) 5-gallon water containers
- gg. Two (2) TBFDS tanks and one (1) fare kit per MAW (2nd/3rd MAW), total Four (4) tanks and two (2) fare kits
 - hh. Two (2) pole type litters
 - ii. Three (3) RFI, XM-218, .50 cal machine guns w/flash suppressors
- jj. Two (2) XM-218 machine gun mounts, brass bags, ammo cans, link chutes, and deflectors $\,$
 - kk. One (1) headspace and timing gauge
- 11. Three (3) crew served weapons lasers with appropriate mounts, blocks, and mounting hardware per crewchief student
- 8. $\underline{\text{CH-46E}}$. All aircraft configuration requirements are "per aircraft" unless otherwise noted. Aircraft must arrive with a minimum of 65 hours remaining until phase (not including authorized 10%).
 - a. One (1) fuel packet
- b. AFC-374 (modification of cockpit lighting for NVG compatibility) incorporated
- c. AFC-438 (dual search light) incorporated, or one (1) IR search light lens cover
 - d. Full IFR/NIGHT capable
 - e. IFF mode 4 (KIT-1C) installed
 - f. Transponder modes 1,2,3A and C
 - q. KY-58 installed
 - h. CNCS
 - i. Minimum Three (3) fully operational ICS stations in cabin section
 - j. Radar altimeter (AN/APN-171) installed w/operational laws
 - k. APR-39 configured
 - 1. ALE-39 installed w/One (1) spare bucket
 - m. AAR-47 configured
 - n. ALQ-157 installed
 - o. Fresh batteries in all COMSEC equipment and MAGR $\,$
 - p. Operational blade fold
 - q. Operational EAPS
 - r. Operational RAMP
 - s. HEFS removed
 - t. Cargo hook, one (1) pendant included
 - u. Four (4) sets ANVIS-9 NVG's w/batteries per student pilot
 - v. Two (2) AN/AVS-7 helmet display units per student pilot
 - w. Two (2) XM-218's installed and eighteen troop seats w/belts
 - x. Two (2) gunner's belts (sent w/aircraft)
 - y. Three (3) long cords and two (2) short cords
 - z. Eighteen (18) Cranials w/bag
 - aa. Two (2) ICS Crainals
 - bb. Six (6) cargo straps

- cc. Two (2) 5-gallon water containers
- dd. Four (4) full sets body armor w/breast plates
- ee. Three (3) litters, two (2) stanchions, two (2) straps w/all attaching hardware per MAW
- ff. Capable of external and/or internal hoisting operations, and each MAW providing aircraft shall provide One (1) SAR kit w/One (1) cable cutter pulley assembly (A02E6005-1), One (1) winch grip w/cable, One (1) hoist grip w/cable, One (1) pulley, One (1) rescue hook, One (1) rescue collar, and One (1) Forest Penetrator
 - gg. Three (3) XM-218 machine guns w/flash suppressers
 - hh. Two (2) XM-218 machine gun mounts (1 per side) w/pins (AFC-435 reqd)
 - ii. One (1) XM-218 machine gun headspace and timing gauge
 - jj. Two (2) brass bags
 - kk. Two (2) ammo can holders
- 11. Three (3) crew served weapons lasers with appropriate mounts,
 blocks, and mounting hardware per student crewchief
- 9. $\underline{\text{AH-1W}}$. All aircraft configuration requirements are "per aircraft" unless otherwise noted. Aircraft must arrive with a minimum of 65 hours remaining until phase (not including authorized 10%).
 - a. One (1) fuel packet
 - b. AFC-344 (MDL) incorporated, w/One (1) AN/ANSQ-215 data brick
 - c. AFC-238 incorporated.
 - d. One IR searchlight lens cover (not installed) or AFC-287 incorporated
 - e. AFC-308A incorporated, GCP-2 laser installed and bore sighted
- f. Full IFR/night capable w/non-crazed canopies (evaluated prior to acceptance), fully production NVG compatible lighting to include ALE, NARCADS and ARC-210's
 - g. IFF mode 4 capable (Kit-1C) installed
 - h. Transponder modes 1,2,3A, and 3C
 - i. KY-58 installed
 - j. HUD operational
 - k. All radios and navigation equipment
 - 1. Radar Altimeter (S) installed
- m. ALQ-144A (generic setting), APR-39 (blue lens cover NVG), and APR-44 installed
 - n. 1686 data bus configured. Have Quick/SINCGARS/EGI
 - o. FLIR, CCD-TV, ORT, Laser Desig/RF, and VCR
 - p. One (1) Maintenance Data Processing Station (MDPS) -per MAW (2nd/3rd)
 - ${\tt q.}$ Fresh batteries in all COMSEC equipment and EGI
 - r. Capable of pressure refueling
 - s. One (1) operational 77 gal aux fuel tank w/appropriate fittings/pumps
 - t. One (1) ANVIS HUD per student pilot
 - u. Two (2) SETS ANVIS-9 NVG's w/batteries per student
 - v. One (1) full set body armor w/breast plate per PWTI
- w. Stations 1,2,3,4, fully ordnance capable w/at least 200 hours remaining on Stubwings
 - x. ALE-39 (both wings) w/One (1) spare bucket.
 - y. Helmet sighting subsystem both seats
- z. One (1) Lexan ammo can, One (1) feed chute, and Two (2) booster motor cables
 - aa. 20mm gun system, bore sighted for all modes
 - bb. Four (4) rocket POD cables with lanyards
 - cc. Two (2) tally rack pins and two (2) LAU-7 detent wrenches
 - dd. Tow missile system w/two (2) TML'S (single) dual launcher config
 - ee. One (1) tow shorting plug

- ff. Hellfire system w/one (1) M272 HML
- qq. Two (2) LAU-7/ADU-299, N2 bottle required if not HIPPAG
- hh. Armament equipment EHRS/SRCS/AESRS screened for inspections with sufficient time remaining for duration of course
 - ii. One (1) CATM-114 missile per One and One Half (1.5) aircraft
 - jj. One (1) CATM-9M-12 or greater per Two (2) aircraft
- $\,$ kk. All CATMS require GNC/TDD covers, umbilical dust caps, and logbooks for captive carry tracking
 - 11. Two (2) AIM-9 cables
- 10. $\underline{\text{UH-lN}}$. All aircraft configuration requirements are "per aircraft" unless otherwise noted. Aircraft must arrive with a minimum of 65 hours remaining until phase (not including authorized 10%).
 - a. One (1) fuel packet
 - b. AFC-216 incorporated (NVG cockpit installation)
 - c. AFC-270 incorporated w/NVG HUD installed
 - d. AFC-271 incorporated w/NVG exterior lighting installed
 - e. AFC-336 incorporated
 - f. IFF mode 4 capable (Kit-1C) installed
 - q. Transponder modes 1,2,3A, and C
 - h. (3) KY-58 installed
 - i. (3) ARC-210 radios installed
 - j. Brite Star/Star Safire installed w/LRF, VCR and Doppler
- k. APR-39, AAR-47, APR-44 (if not APR-39A(V)2 equipped), and ALQ-144 (generic setting) installed
 - 1. Six (6) operational ICS stations w/four (4) short chords
 - m. Fresh batteries in all COMSEC equipment and MAGR
 - n. Mission Data Loader (MDL) Brick installed
 - o. One (1) IR search light lens cover
 - p. Capable of pressure refueling
 - q. One (1) set laser eye protection per student
 - r. Four (4) sets ANVIS-9 NVG's w/batteries per student pilot
 - s. Two (2) AN/AVS-7 NVG HUDS (DU) per student
 - t. One (1) set of gyro-stabilized binoculars per student pilot
 - u. One (1) GCP-2 per student pilot.
 - v. Four (4) full sets body armor per student pilot
 - w. One (1) operational auxiliary fuel bag
 - x. One (1) 5-gal water container
- y. Configured for Eight (8) PAX (includes one (1) jump seat and one (1) two man transmission seat)
 - z. One (1) cargo hook with pendant per MAW
 - aa. One (1) fastrope gantry w/all appropriate hardware
 - bb. Five (5) Crainals and Three (3) ICS capable Crainals w/bag
 - cc. Two (2) gunner's belts
 - dd. Six (6) cargo straps
- ee. Three (3) crew served weapons lasers with appropriate mounting blocks, hardware and remotes per crewchief student
 - ff. DAS/IDAS configured (AAC-832, 851, 852) w/two (2) DAS cables
 - gg. ALE-39 system w/One (1) spare bucket
- hh. Two (2) GAU-17 miniguns w/all appropriate hardware, bullet traps, and two (2) feeder/delinkers per student
- ii. One (1) operational GAU-17 fixed forward mount $\mbox{w/cables}$, ammo can, qun control unit, and laser mount
- jj. Two (2) GAU-16 .50 cal machine guns $\mbox{w/flash}$ suppressors and laser mounts per student
 - kk. One (1) GAU-16 machine gun mount

- 11. One (1) .50 Cal machine gun head space and timing gauge mm. Two (2) M-240 (7.62mm machine guns) with laser mounts per student nn. One (1) M-240 pintle mount and ejection tube oo. One (1) litter kit w/ stanchions per MAW pp. One (1) hoist per MAW